MR. MARCY TO MR. BEDINGER DEPARTMENT OF STATE,

WASHINGTON, February 1, 1864.

Your despatches, Nos. 2 and 3, have been re-

of Representatives (a copy of which is enclosed) requested the President to communicate to that House informa-tion as to the state of the negotiations between the Uniand dues." The answer to this resolution has been reed in the hope of receiving a formal reply to the addressed by you on the subject to the Minister of sign Relations of Denmark, after your unsatisfactory onversation with him on the 1st of December last. If hat formal reply shall not have been given by or before period of the reception of this despatch, you will nediately make known to the Danish government tree Ms burden upon our commerce, to which the givern-ment and people of this country cannot reasonably be-xpected to submit any longer. I am, sir, respectfully, be. W. I. MARCY.

HENRY BEDINGER, Esq., &c., &c., Copenhagen.

MR. BILLE TO MR. MARCY.

MR. BILLE TO MR. MARCY.

DANISH LEGATION,

WASHINGTON, Feb. 17, 1855.

The undersigned, his Danish Majes'y's Charge d'Alfaires, has been instructed by his government to express to the monorable W. L. Marcy, Secretary of State of the United States, the regret with which his Majesty's government has learnt that the President of the United States has leemed it advisable to recommend to Congress that no-lee be given to Denmark of the intention of his government to terminate the existing convention of April 23, 820.

principal motive for this recommendation is stated The principal motive for this recommendation is stated by the President to be a desire to avoid any embarrass-ment which the stipulation contained in the fifth article of the convention might occasion in claiming for the shipping and commerce of the United States exemption from the Sound dues.

The President declares that he does not doubt that such

sanctioned not by the general principles of the law of nations, but only by secial conventions, which most of the commercial nations have entered into wish benearing.

His Majesty's government, disagreeing with this view of the hearing of the law of nations, and of treates on the right of Denmark to levy the Sound does, and being persuaded that a trank and explicit statement or what it he ds to be the true nature and character of the sality his, cannot but tend to remove any cause of misunderstanding between the two governments in reference to this subject, has instrusted the undersigned to submit to the consideration of the government of the United States a statement to that effect which he has the honor of doing in the following remarks:—

His Majesty's government holds that the right of Denmark to the Sound dues is a right existing under the law of nations by immemorial prescription, and, therefore, independent of all treaties.

The Sound dues are auterior to all treaties, and have existed from time immemorial. The treaties concluded by Denmark, in which mention is under of the Sound dues, therefore do not and could not, confer a right which already existed, and had existed for goes. Nor has the right itself, or the title by which it was exercised, ever been made the subject of negotiation, but only the amount of the due, and the manner of levying them. The treaties of the last three for four centuries, therefore, while sanctioning the right by the irrefragible evidence they present of a general recognition of the Sound dness by all nations and at all times, do not in the least affect its character as an immemorial right existing independently of all treaties.

To suppose that these dees have their sole foundation in special conventions entered into with Denmark would, besides, lead to the extraordinary conclusion that numerous and powerful States should separately have agreed to make a grant of them to Denmare.

To suppose that the Sound dness were not a right under the law of nations, of states, the result

and bays within its limits, or asjacent to its ters. The Sound cues corresponding appeared as an
ite of Parish sovereignty, and were conjunctively
eir innemorial character acknowielged as such
nature and extent of these maritime rights of
guty have since been differently judged, and his Ma-

nee come down to the present day sanctioned by needs, observance. existence of the Sound dues may appear contrary

The existence of the high ways of nature are free to all, and may no longer find an adequate rule in the doctrine of the unlimited rights of sovereignty possessed by a State over its adjacent waters, but these dues have an existence independent of such considerations, as an existence independent of such considerations, as an experiment right vested in Denumber by vi time of immembrial prescription a vitle recognized by all law, and by

more so than the law of nations.

Not even the Congress of Visena, when remodelling the map of Europe and legislating on the free navigation or rivers, found occasion to object to the southuance of the Sound dues, which certainly would not have been neg elected if those dues were deemed an unjust exaction, and not sanctioned by the law of nations.

The policy of Europe in this respect, and more particularly of the Baltic powers, whose commerce and navigation are especially subjected to the Sound dues, would indeed be inexplicable if those dues were not recognized as tounded on a right belonging to Denmark by inneemorial prescription, and consequently by the law of nations.

Thus, a most distinguished statesman, when Minister of Foreign Affairs of a great European power, did not he sitate to declaire, in an official despatch, that his government never had disputed the right to the Sound cues, that it did not enter, and never could enter, late its intentions in any manner to impair a right which he characterized as sacred, and to which he recognised the title Denmark to be indisputable.

His Majesty's government, therefore, cannot perceive in what manner the abregation of the existing convention between the two countries can in any way affect the obligation of the government of the United States to respect a right of the Crown of Denmark, which it possesses independently of all treaties.

The exemption of the simpting and commerce of the United States from the Sound dues could, moreover, not be conceded by Denmark without eventually extending the exemption to all nations, measured as an unitered states from the Sound dues could, moreover, not be conceded by Denmark without eventually extending the exemption to all nations, measured as an unitered states, from the Sound dues could, moreover, not be conceded by Denmark without eventually extending the exemption to all nations, measured as an unitered states, would be tantamount to a demand that the Sound dues should be abolished altogether.

His Majesty's governmen

gether.

His Majesty's government would consider it as a batrayal of the ancient rights of the Banish crown and of the interests of the country over which it is its first and and most imperative duty to watch, if it did not, to the utmost of its power, seek to avert, or even to resist, any demand requiring those rights and interests to be sacrificed.

The melersigned avails himself of this occasion to re-

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TORISEN BILLE.

Hen. W. I. MARCY, Secretary of State the assurance his high consideration.

Hen. W. I. MARCY, Secretary of State, U. S.

ME. MARCY TO MR. BEDINGER.

DEPARTMENT OF TATE,
WASHINGTON, March 12, 1855.
Sim—In communicating to you a copy of a resolution of the Senate of the 3d instant, adopted in executive assistion, authorizing the President to give to the government of Denmark the notice required by the elevanth article of the general convention of 26th of April, 1826, between the Control of States and that government, for the termination of the same, I am directed by the President to express his wegret at the recessity which has led to this proceeding. He had hoped that the government of Denmark would have favorably considered the appeal to its justice, which you had been instructed to make ou the part of your gevernment, for the abolition of the oppressive duties or tolls which-have been levied for so long a period by that Power upon vesses of the United States and their cargoss in the Bultic sea, in violation of the right which all natious possess to the unretrieted navigation of oponessa. The right of the Isanian government to exact these burdensome tells, has been standily donied by the government of the United States, and they have been submitted to thus far only because of its unwillingness litherto to hazard the interruption of the friendly interacurse between the two countries by peremptority refuding any longer to suffer so unwarrantable an imposition upon its commerce. As a preliminary step to such refusal on the part of this government, an annonnement of its intention to termicate the existing convention between the two countries has been deemed advisable, on account of the fifth article of that convention having been construed into a concession on the part of the Yound the President has accordingly been vested with authority to give such notice. He has not abantoned all hops, however, that the Daniel government, an annonnement of the mention to termicate of the convention of the sound

WM. L. W. Copennagen MR. BEDINGER TO MR. MARCY. [Extract.]
[Extract.]
[Internal of the United States.]
[Internal of the 12th ultimo was received

ar deepatch of the 12th ultimo was received me on the 6th inst. It had been detailed several days by the obstruction to the navigation occasioned by the lea. In consequence of massin wheel min disably successions which it contained until the 12th inst. On that day in made "another and that appeas" to the government of Permark, through his Excellency M. School, dilaster of Food you in one of my despatches that M. Bunnar, opinion, very unequivosally, that Donmark would sever consent to abandon those tols within trocaling irom as some equivalent for them, and that, in my own opinion, all negotiations and verbal commandations upon the subject would prove atterfy fruitbring them are not being made between yourself and the Panish Charge of Affairs in America, which amply result in some final settlement of the agreement and the subject would prove atterfy fruitbring them to the subject of the 28th July hast, in which I said, "Since the day of accession, and as I received no reply to my despatch of the 28th July hast, in which I said, "Since the day of my despatch of the 28th July hast, in which I said," Since the day of the control of

SIR—Conformably to the desire which you expressed to me on the 14 h instant, I have the bonor to inform you that I received the same day, 14th of April, of this year, your communication containing the amounteement that the President of the United States bus declared the constitution of the United States business and the Constitution of the United States busines tion, concluded the 26th April, 1826; between Denmark and the United states, for the term of ten years and twelve months additional after the deumeriation.

No one can more sincerely than myself, sir, particles your regrets to see thus expire a treaty which has served to long the interests of the citizens of the United States as well as those of the subjects of the King, my august sovereign.

Fut I am directed to call your attention to the fact that Fig. But I am directed to call your attention to the fact that my government cannot understand the connection which the government of the United States establishes between the abolition of the Sound dues and the above mentioned treaty, which, it is true, regulates the rate at which the collection of the Sound dues and the above mentioned treaty, which, it is true, regulates the rate at which the tolls should be imposed upon American vessels, but of which the existence and the title to the right itself are, however, equally independent. Nevertheless, as the government of the United States has taken the initiative in the demonstation of the treaty, the government of the King, my august sovereign, believes itself entitled to hope that propositions will be made to it tending to open the way for the conclusion of a new issety calculated, at the same time, to preserve intact the relations of commerce which have until now subsisted so harpily between the two netions, and to prevent the consequence, equally disagreeable and necessary, of the definitive termination of the existing treaty—namely, that the vessels of the United States would, in their passage through the Sund and the Beits, be placed upon the same footing with those of the reations to whom no favor is shown, (decantions non favorises.) Acrept, sir, &c., &c., &c., SCHEEL.

To Mr. Ekddische Mrs. BEDINGER TO MR. MARCY.

[Extract.]

MR. BEDINGER TO MR. MARCY.

MR. BEDINGER TO MR. MARCY.

[Extract.]

LEGATION OF THE UNITED STATES,
COPENAGEN, Oct. 7, 1856.

SIR—Accompanying this despatch you will find a document in relation to the Sound does, received by me, on the 5th inst., from his excellency the Minister of Foreign Affairs for this kingdom.

In the brist note which came with it, his excellency states that the same document is designed to be presented to each of the Fowers interested in the affair of the Sound.

I send you berewith the original comment, and also a translation.

the Sound.

I send you herewith the original comment, and also a translation.

You will perceive that the time and place proposed by Penmark for holding the "Congress" which she recommends, are the month of November next and the city of Coperlagen.

After reading the document, I called at once upon the Minister, and told him that, so far as concerned the United States, I feared be had appointed much too early a day, as it would be almost impossible to transmit his proposition tolong government, and to receive instructions relative thereto, so canly as the month of November. So. He replied that he himself would have preferred a later date, but that he had been stremously urged, by several of the powers most interested in the matter, to appoint as early a day as possible. Among those powers he particularly mention of England and Prussia, and I think, Russia and Sweden, also, but the two former more emphatically. He added, however, that the United States would have abundant time to act in the matter, as the conference would doubtlest, be continued veveral montas; probably the whole winter, &c., &c. From what I have been able to learn. I have not the elightest doubt that the "Congress" will take place, and that each nation interested in any degree in the Sound question will either invest its present representative at this court with full power to act thereupon, or appoint a special commissioner for that pur pose. What will be the result of the deliberations of the convention it is impressible for me to conjecture. I only know that many of the powers who pay the Sound tolls to Leanark are becoming every day more restive under those burdens, and, while heristing themselves in take the first step in the matter, they do not object to see the United States disposed to lead the way in resisting their furtuer impostion. Indeed, I am of oginon that, if it were not for the state of things at present existing the Europe.

matter. they come to say in resisting their for imposition. Inseed, I am of oginton that, if it were for the state of things at present existing to Eur there are several of those powers who would not tate to disembarrass themselves of that particular

there are several of mose powers who would not nestitate to disembarrass themselves of that particular tribules.

I beg to be informed, as seen as possible, of the defermination to which the President shall come concerning this proposed Congress—whether any one from the United States will be deputed to it, and, if so, whether I will be empowered to act, or another.

I have the honor to be, ic...

I have the honor to be, ic...

Hon. WM. L. MARCY.

[Franslation]

The duties which the Danish crown levies upon vessels and cargoes passing through the strails of the Sound and the fiels have already been, for a long time, made the upject of violent attacks, which have produced an agitation the much more obstinate that they have frequently and objects and tendencies of a political character, and have always been based upon false and pervendence, and have always been based upon false and pervendence that of the manner in which Demmark verdees that right, the true state of things being only known to those who did not cars to represent the same in its true light, general attention was very naturally directed, by preference, to the obligations which the levying of the duties imposed apon the trading public, while no one took into consideration.

which Dennish has constantly under some for facilities which Dennish the contents of the Selfe, and to simplify the despatch of vascilation the Baltile, and to simplify the despatch of vascilation the Baltile, and to simplify the despatch of vascilation the Baltile, and to simplify the despatch of vascilation the content themselves, although respecting at all times the right when remained with Demmark, after so many ascrifices made in favor of general pace, were movity, and for reasons the importance of which it were difficult perhaps, to conceal, in an agication, it were difficult perhaps, to conceal, in an agication, the importance of the content of the segming king, to a negotiation between Demmark, Engine and Sweden, the resent of which is measure a set period of time was reached.

According to the responder of the segment of the secondary of the secondary

dent.
Under these circumstances, the Danish government has Theer these circumstances, the Danish government had determited to submit to the powers interested in the aliable of the Sound a proposition of an entirely different character. It hopes that the plant is about to propose wid prove as agreenble to the powers, as it is certain that it will tuit commercial navigation generally, it hapse, above all, that the United States of America will be pleased to consider this proceeding on the part of Demmark, as an earnest of her desire to reconcile, as much as possible, her interests with those of America, and especially to avoid a painful discussion, and, it may be a qualitative which the power of the Danish government does not think it ought to enter into such a government does not think it ought to enter into such a factor of the powers and the plant in the province of the powers and the plant in the part of the powers and the plant in the province of the powers and the plant is about to propose will prove a green left to the powers and the plant it is about to propose will prove a green left to prove a power and the plant is about to propose will prove a green left to the powers, as it is certain that it will be pleased to consider this proceeding on the part of Demark, as a possible, her interests with those of America, and especially to avoid a paint of her provents and the provents and the provents are provents.

government does not hink it ought to enter into such a discussion, its principal motive in not confining itself to the review on which had been projected is, that it does not find this measure calculated to serve as a rejoinder to the steps taken by the United States.

Setting thus aside the project of a revision, without however, abandoning the same, the Danish government starts upon the hypothesis that the other governments, considering the revision as not calculated to prevent the conflicts which it is the question to avoid, would have invited it to submit to them other propositions which, without intringing upon the right of Demmark, might be of a character to unifie, in a higher degree, the saffages of the parties interested.

If the plan of a revision be discarded it is to declare, at least implicitly, that the only basis upon which negotiations would be entered by the saffage of the parties interested.

If the plan of a revision be discarded it is to declare, at least implicitly, that the only basis upon which negotiations would be entered much then be to find an experient which should cause the does to cease entirely, without derognific on that account from the rights of the Danish crown. This double result could only be obtained by a capitalization of the dues, in order to free, at once and torever, the trading navigation from the payment of duties by means of a just compensation to Tennary.

This, then, is the plan of settlement which the Danish government submits to the consideration of the Powers interested in the affair of the Sound.

But an arrangement of this nature can only be realized by the simultaneous concurrence of all the respective Fowers. The formal and positive engagements existing between Denmark and the other Powers relative to the sound dues do not admit of a special arrangement in respect to this matter between Denmark and another Power.

in respect to this matter between Denmark and another Power.

Besides this condition, there is yet another which the Danish government regards as essential; it is that the affair in question shall be treated, not as a commercial or money transaction, but as a pointiest matter. This would correspond with the history of the Sound dues, with the part which these dues have played in the politics of the next which these dues have played in the politics of the next which the sense and character in order that it may not be incumbered by questions of a secondary class, which may do very well in a purely consecrated in a fixed arrangement, but not in an arrangement merchiand fixed arrangement, but not in an arrangement intended to serve as a complement to treatise of peace, and to transactions by which the system of political equilibrium has been regulated. Consequently, the Banish government, in recommencing its proposition to the kind of indication of the cabinets, also takes the liberty of requesting that they will be pleased a decide upon energing into negotiation with the Davish government as soon as possible, and to furnish their diplematic agents at the Danish court with full powers and necessary instructions, or to send special commissioners to Copenhagen in order to device and establish definitely a general agreement, but has reciple matic agents at the Danish court with full powers and necressry instructions, or to sent special con-rissioners to Copenhagen in order to devise and es-tablish definitely a general agreement, both as re-gards the compensation to which Denmark might think herself entitled to claim as indemnity for the losses she would custain by the cessation of the dues, and as to tre-mode of calculation to be used, in order to accertain and to determine, eventually, the just proportion in which each of the respective powers would have to contribute its quotes.

ach of the respective powers would have to contribute its quota.

It were desirable that this negotiation could be opened in the course of the month of November of the present year. In expressing this desire, the Dani-h government has in view not only the urgency of the affair is question, as relates to Denmark, but also the consideration that sever all powers, and particularly those who, by their geographical position, might be very apt to find this term too close at hand, are so little inverse of in the Sound dues that they might not deem it necessary to be represented from the beginning of the eventual conferences, or might even prefer, perhaps, to cause themselves to be represented at the negotiation by same friendly power.

The choice of the city of Copenhagen as the seat of the negotiation has been occasioned by the circumstance that that city is the headquarier of all the administrative departments, and that it presents, consequently, very peculiar 'actilities for formshing the materials and the information which might be desired in the interest of the negotiation.

mation which might be desired in the interest of the negotiation.

The Eanish government does by no means conceal from itself that the step it has determined upon taking is not of a character to be at first equally well received serywhere; but, while recreiving that such may be the case, it receitheless cherishes a hope that its propositions and its proceedings will not be judged until after they shall have been maturely examined, allowances being made for the position in which Denmark finds herself placed; it expects to meet with equal justice everywhere, and places its trust in the friendly disposition of which the powers have, on other occasions, given so many proofs.

On its own part, it will set to work with the best intentions, penetrated with a sincore desire to prove, by facts, that it has nothing else in view, by way of a final result, than an arrangement equally acceptable to all.

It culy remains now to add some general remarks upon the manner of carrying out the plan of capitalization.

This is not the first time that this plan has been discussed; although it has never been formally proposed by the fanish government to the powers generally, it has nevertheless been the subject of conferences with several

cablests, and it may therefore be supposed that, in principle, it contains nothing which is new to the powers in crested; or which requires detailed explanations in order to be understood. It does not seem accessary, resther, to submit, at this late hour, the various base of cypitalization among which a choice might be made to a particular examination. The Danish government, although naturally bound to contribute its share to capitalization, does not wish to act in anticipation of the opinions which may be set affect, or be promulgated, in the course of a negotiation to which the delegates of a number of different States are naticipants. Its desire being simply to find out an expedient equally acceptable to all, provided that this object be accomplished, it gives no preference to any particular mode of proceeding. It may not be superfluous, however, to present an outline of the bases of capitalization which the limits government would find mostly suited to the nature of the revenues which would have to be capitalized, and the adoption of which would render, in his opicion, the share to be contributed by each respective power, the most proportionate to the pro-rata of the duties levied upon their awigation and their carmerce.

The duties of the Sound and of the Belts are partly levied upon vessels and partly upon carsons. The latter duties are the veri able Sound ands, while in the first category are principally included light-house duties, cherance duties, &c. It was formerly intended to adopt as an exclusive basis of capitalization, the nationality of vessels passing through the Sound and Just, seeing that the number of vessels belying to a certain nation and passing through the Sound and the does in an way represent the quartal which this nation actually contributes to he dues, which are principally levied upon merchandise. This quota would be more in confirmity to the true state of thirgs if we write to adopt as a basis the quantity of merchandise which has passed through the Sound and the Belts. In adopting

In placing these documents at the disposal of the Cabinets, the lausch government ventures to express a hope that they will be treated with all the discretion which the delicate nature of the affair in quest'in demands.

MR. MARCY TO MR. BEDINGER.

DEPARTMENT OF STATE. \(\)

WASHINGTON, NOY 8, 1835. \(\)

SIR—I proceed to communicate the President's reply to the preposition of the Danish government to the United States, to join in a convention with other Powers interested in the "Sound dues," at Copenhagen, for the purpose of coliberating on that subject.

The friendly relations between Demmark and the United States have never been interrupted. The President chemishes an ardent disposition to sustain and strengthen them, and he would extremely regret that his determination to ascert what he believes to be a just right in an unexeptionable manner should be regarded as an indication of disrespect for Denmark, or a want of a proper approximation of ner friendship. The exactions on foreign commerce at the entrance into the Batt, have been a productive scure of revenue to Denmark, and it is very natural that she should struggle to retain it. If these exaction were founded in right, the United States would be the last power to interfere with her enjoymen; of them.

It is not proposed to discuss the question of right in this communication; that has already been done, and the United States have adopted the conclusion that they are under no obligation arising from international law or treaty stipulation to yield to this claim. Demark, on the contrary, has adopted a different and an opposite conclusion. It is reacily cone-ded that both nauous are auxious to arrive at a substance, and the proposition the confered by her to expiralize this revenue, and to apportion among commercial powers the sum to be paid for this remarkitors. The subject interests several other powers—indeed all maritime nations—and Penmark has invited them to be rogers.

Without at all questioning the fair intention of Demmark and the consider the su

ibural as that proposed by Denmark -as he this government were represented therein—to deal with a principle of such vast importance to the whole com-mercial world.

There is another ground of objection to joining in the

tris government were represented therein—to deal with a principle of such vast importance to the whole commercial world.

There is another ground of objection to joining in the proposed convention quite as controlling as either of the foregoing. The government of the United States will never consent to the pretension that the New World is to be appropriated to adjust the political calance of the 601. It is clearly states in the proposition which Denmark has submitted to the United States that the convention is to act upon the question relative to the Sound dues in convexion with the eystem of the European balance of power. It is note than intimated that the former is to be subordinated to the latter. Of the utility or wisdom of the political theory of the balance of power in its application to the European family of nations it is not proposed to express an opinion, but enough of its operations has been seen to impress upon this government a fixed determinition to avoid being brought within its vortex. It has long been the cherished policy of this government to avoid such a dangerous complicity, and the President will not yield in any case to the slightest relaxation of it.

The following quotation from the lamish document submitting the proposition to this government will show the intended connection and committing of the two subjects: "Beades this exclution, there is still another which the ballair in question (the Sound dues) be not considered as one of commerce or money, but as a political one. This would be in accordance with the history of the Sound dues, and with the part which they have performed in the politics of the North of Europe. Otherwise the negotiation would be deprived of that scope and character which are requisite to prevent its being lettered by questions of a recondary nature, which may be perfused to take any part; nor will submit to have its international rights restricted or medicine which they are participated in the political balance has been acjusted."

In passing upon the political q

To Henry Breinger, Esq., &c., &c., &c., &c.

MR. BILLE TO MR. MARCY.

LEGATION OF DENMARK,

WASHINGTON, Nov. 7, 1855.;

The undersigned, Charge d'Affaires of his Danish Majesty, has the honor, by order of his government, to enclose to the Hon. W. L. Marcy, Secretary of State of the United States, the accompanying memorial, addressed by the government of his Danish Majesty to the powers interested in he commerce and navigation of the Baltic Sea, inviting them to enter, as soon as possible, into negotiation with Benrark, and to furnish their diplomatic agents at the court of Denmark with full powers and necessary instructions, or to tend special commissioners to Copenhagen, to connert and establish definitely a general agreement upon the basis of the proposition made in the aforesaid memorial for the abolition of the Sound dues.

The invitation is particularly addressed to the Sound dues.

in the atoresant memorial for the aboution of the Sound dues.

This invitation is particularly addressed to the govern-ment of the United States, as a piedge of the desire of the government of his Danish Majesty to reconcile as mach as possible its interest with those of America, and the undersigned flatters brimesif with the hope that it will be received in the same spirit by the government of the United States, and that it may thus bring about an un-cerstanding between the two countries upon the question of the Sound.

He avails himself of this occasion to renew to the hon-

erable Secretary of State of the United States the assurances of his consideration. TORBEN BILLE. MR. MARCY TO MR. BILLE.

MR. MARCY TO MR. BILLE.

DEPARTMENT OF STATE.

WARRINGTON, Nov. 9, 1855.

The undersigned, Secretary of State of the United States, has the bonor to acknowledge the receipt of Mr. Torren Billé's rote of the 7th instant, communicating a copy of a joint memoir addressed by the Danish government to the governments interested in the navigation and commerce of the Balice, inviting them to send special representatives to Copenhagen, or to empower their established diplomatic agents to agree upon some general arrangement on the basis of the propositions contained in the joint memoir for the abelition of the Sound does. In reply, the undersigned has the honor herewith to the Minister of the United States at Copenhagen, which will acquaint Mr. Billé with the President's views in regard to the proposition of the Danish government. The undersigned offers to Mr. Billé the assurance of his high consideration.

Mr. Torium Billa, &c., &c., &c., Washington, D. C.

THE POST OFFICE REPORT.

POST OFFICE DEPARTMENT, Dec. 3, 1855.
Sir—The number of Post offices established in the United Stafes during the year ending June 30, 1855, was 1,663, and the number discontinued 801, showing a net increase of 862. The sites and names of 373 have been charged. The whole number of offices on the 30th of June was 24,410, and on the 30th of November 24,770, of which 258 are of the class the Postmasters of which are appointed by the President. The number of Postmasters appointed during the regular fiscal year, was 7,103, as fo lows:—To fill vacancies by re-ignation, 4,056; by re-movals, 879; by deaths, 287; by change of numes and sites, 216; and by establishment of new offices, 1,653. On the 30th June last there were in operation, 7,033

mail routes. The number of contractors was 5,703. The lergth of these routes is estimated at 277,903 miles. The total annual transportation of mails was 67,401,160

miles, costing \$5,345,238, and divided us follows, viz:—
24.879,752 miles by modes not specified, at \$1,433,665—
5% cents a mile; 18.859,118 miles by coach at \$1,216,979—
about 6% cents a mile; 19,202,469 miles by railroad, at \$2,673,089—about 10% cents a mile; 4,459,827 miles by steamboat, at \$625 505—about 14 cents a mile. Compared with the service of June 30, 1854, as actually in operation, there is an increase of 3 397,025 miles of transportation, or about 5 1-30 per cent, and of \$675,221 50-100th cost, or cr about 5 1-30 per cent, and of \$575,221 50-100th cost, or about 14 4-100 per cent. The increase of railroad service is 3,483,132 miles, at a cest of \$56,636, being 22 15-100 per cent in transportation, and 15% in cest. The increased transportation by modes not specified is 3,575,177 miles, or about 16 78-100 per cent, costing \$336.476 50 100, or 30 75-100 per cent. The transportation by coaches it less by 2,325,628 miles, or about 12½ per cent at a diminished cost of \$34,257 or 6 92-100 per cent. Steamboat service, during the past year was reduced \$1.335,636 miles, or rearly \$50 per cent, and the cost increased \$1.35,636 miles, or rearly \$50 per cent, and the cost increased \$1.35,636 miles, or rearly \$50 per cent, and the cost increased \$1.35,636 miles, or rearly \$50 per cent, and the cost increased \$1.35,636 miles, or rearly \$50 per cent, and the cost increased \$1.35,636 miles, or states of Michigan, Inciana, Rinnis, Wisconsin, Iowa, Miscouri, Kentucky, Tennessee, A abama, Misaissipi, Arkanase, Leuisiana, Texas, California and the several Territories. A comparison of the steamboat service, unter the contract which expired 30th June, 1854, with that on 30th June, 1855, under the new contracts, commencing 1st July 1856, shows a reduction of 1,547,569 miles, or about 56 per cent, to the cost. In the other sections of the Union, the steamboat transportation has been increased 211,004 miles, at an increased soct of \$40,247.

The amount of service in the foregoing general statements, chargeable to California, are 602,116

other sections of the Union, the steamboat trunsportation has been increased 211,004 miles, at an increased soat of \$46,247.

The amount of service in the foregoing general statements, chargeable to California, are 692,116 miles, costing \$127,515—apportioned as follows:—Steamboat transportation 175,656 miles, at \$45,000, or 29 cents 6 milis per mile; couch transportation 276,576 miles, at \$49,915, or 13½ cents per mile; one of specified, 139,984 miles at \$25,600, or 18½ cents per mile. On two steamboat routes which cost \$21,500 prior to 1st July, 1854, the pay for the same secunt of service is now \$50,000, being an increase of \$20,000, as anticipated in my last year's report.

There has been a remarkable addition to the coach transportation, viz:—116 per cent, and yet the whole cost is only \$4\circ\$ per cent more than last. There was \$4\circ\$ per cent more service of the inferior grades at 119 per cent higher cost on the 20th June, 1854, than 30th June, 1855. The apparent difference is much greater, but this arises frem transferring the Salt Lakejand San Diego route to the account of service in Usah for the past year, it having been changed the previous year to California.

The total increase of all grades of service in California during the year ending 30th June last, is 100,386 miles, or about 17 per cent of transportation. The total increase of all grades of service in California for the past year, it having been changed the previous year to California.

In Oregon the service has been decreased about 26 per sent during the year. The cost for the year ending 30th June, 1855, use 100, per cent higher than for the past year ending 30th June, 1855.

In Nebra-ka and Kansas twenty-two routes have been put in elevation, on which the annual transportation is stimsted at 75,364 miles, at a cost of \$4,312, or 5 cents 7 mills per mile.

In New Me

ranifoad service:-		45.4	
States. 1	ength of	Miles of annual transpor- tation.	Addi- tional
New England		200,903	\$15,014
New York	. 88	81,500	4,832
New Jersey, Pennsylvania, De laware, Maryland and Ohio		854,379	59,517
Virginia, North Carolina, Sout Carolina, Georgia and Florid	h	465,780	35,999
Michigan, Indiana, Illinois an Wisconsin	d	1,747,728	145,746
Mississippi and Louisiana	18	132,842	25,498
Total increase	3.674	3.483.132	\$286.636

per mile.
2.171.125 miles by ceach, at \$151.781, or 7 cents per nile. 4.486,205 miles by infector modes, at \$253,000, or 5

cents per mile.

There should also be added \$6,164 for the cost of addi-

4,486,205 miles by infector modes, at \$253,000, or 5 cents per mile.

There should also be added \$6,164 for the cost of additional route agents, mail messengers and local agents, appointed since the 1st July last, and \$1,540 for the Charleston and New York and Charleston and New York and Charleston and Newamah routes, which are expected to continue at the same rate as under the former contract.

On the 20th June last there were in service 319 route agents, at a compensation of \$235,170 65; 29 local agents, at \$19,328; and 981 mail messengers, at \$10,471 65—making a total of \$356,4,070 30 to be added to the cost of transportation. This makes the total amount for the current year \$5,824,989 30, which will probably be increased to \$6,000,000 by new service on the Mississippi river and routes established by the last Congress.

The cost of foreign mail service paid by this Department is not included in the foregoing statements, and amounts to \$611,467. In my last annual report, I gave reasons which, it appeared to me, clearly justified some de ay in making a contract for conveying the mails by state-beat between Cairo and New Otleans, under the act of Corgress of 5th August, 1854. My expectation was that more advantageous terms would be secured after the final completion of the Illinois Central Raitroad, and the opening of the Ohio and Mississippi road from the east to its point of intersection with the Illinois Central Raitroad, and the opening of the Ohio and Mississippi road from the east to its point of intersection with the Illinois Central Raitroad, and the opening of the Ohio and Mississippi road from the east to its point of intersection with the Illinois Central Raitroad, and the opening of the Ohio and Mississippi road from the east to its point of intersection with the Illinois Central Raitroad, and the opening of the Ohio and Mississippi road from the east to its point of intersection with the Illinois Central Raitroad Company, as stated to me in a tetter from Z. N. A. Grisvold, Precident thereof, dated

on the terms agreed upon, and to commence in two weeks from that date, and that in case of failure to do so, it would be my imperative duty to advertise the route for a re-letting, and hold the company responsible for the difference, if any, between the sum contracted for by it and that which I should have to pay under the advertise-

a re-letting, and hold the company responsible for the difference, if any, between the sum contracted for by it and that which I should have to pay under the advertisement.

Under date of Oct. 6 the company replied to my letter of the 2d, but expressed no intention of commencing service; and after waiting until the 20th October, I advertised the route, inviving priposals until the 30th of November to be decided by the 3d of December, and service to commence ist January, 1856.

In masing this statement, it is but proper I should after that in my opionion, the directors of the Illinois Central Railroad Company used every exertion in their power to comply with their engagements, but failed to do so owing to the very high price demanded of them by the owners of the boats. A comparison of the prices paid for steambeat service by the Department in every part of the Union, shows that the highest price given per mile is \$191.25, and this on an important route, on which the contractors are subject to an extraordinary outlay in the payment of a tell at Grant's pass, but that the average price is \$66.60 per mile. At the sum of \$180.00, the price agreed to be given the Illinois Central Railroad Company, were paid, the cost per mile would be \$160.05, but if \$350,000, the price demanded from the railroad company, were paid, the cost per mile would not have been contemplated by Centre which could not be serviced as a contemplate which could not be s

having made a considerable cedución in their teiprich charges, the reduced price for first class freignt in a instance exceeding fitteen cents a pound, I considered that eighteen cents was a liberal compensation for the mall.

In fixing this sun! took into consideration the great cost of the road, the scardines of both life and properly in its construction, the magnitude of the enterprise, and its importance in a netional point of view. The company have declined to acquiesce in this decision, and claim to receive the full maximum brice of twenty-two centy, until a permanent contract shall be made at a fixed annual sun. The new distribution schemes, referred to in my last annual report, have been completed and sent to the several distributing forts offices. This work involved a minute examination of all the mail arrangements of the country, with a view to a definite allorment for each distributing office, so as to insure the transmission of mails, in all cases, by the most direct and expeditions reuves, and, at the same tine, to guard against the too frequent distributions which nave heretolore prevailed. Each distribution gines has now alphabetical lists of all the counties in all the States (except California), with the proper distribution point anreved to each county. Then the Postmasters have the plainest instruction as to the proper distribution point annexed to each county. Then the Postmasters have the plainest instruction as to the proper distribution point annexed to each for every portion of each State. There are in all 1,645 counties, formed into 757 different groups, to suit the reversal distributing offices, is 82,250. In my hast annual report I recommenced the adopt in of a system of registration for giving greater security to valuable letters entrasted to the mails. By the 3d section of an act approved March 3, 1865, congress authorized the Pos

Compensa ion to postmasters \$2,135,355 22
Ship, steamboat and war letters 18,766 28
Transportation of the mails 6,076,334 60
Wrapping paper 46 467 50 5,250 10 75,457 82 52,079 26 91,138 40 hast beg-Blanks
Mail locks, keys and stamps
Mail depredations and special agents
Clerks for offices
Official letters 91,135 40 16,172 87 64,453 52 702,617 40 55 69 11,903 94 40,635 34 143,312 93 18 70 5,000 00 168,011 28 302,859 71 13,465 40 Payment to letter carriers

Ryment to letter carriers

Ryment for dead letters...

Pestage stamps of old issues redeemed...

Purchase of patent padlock

do. do. Total \$2,968,342 23

The gross revenus of the Department derived from postages (inland and forego), from stamps and stamped envelopes sold, and from miscelinaneous sources, amounted in the last fiscal year to \$6,642,136 13, to-wit:—
From letter postage. \$3,234,549 67.

Stamps and stamped envelopes sold 2,511,318 03

Newspapers and pamphlets 038,927 50

Enrollments returned 77,902 82

Letter carriers 143,312 93 Enrollments returned
Letter carriers

Pead letters
Extra compensation overcharged
Miscellaneous receipts

Revenue from letter stamps

persation to postmasters and clerks for offices.... 2,838,846 55 2,837,952 62 Or 38 26-100 pr. ct. or 43 84-100 p. ct. The proportion of this revenue from postages expended for "compensation for Postmasters" and "clerks for